









not an old vessel, having been built at St. Petersburg in 1864, and the name was changed from the first of the Russian Grand Dukes. Her dimensions are Length 105 ft. 6 in., beam 37 ft., draught 25 ft. 6 in., and power, 12,500. She is barque-rigged and has 10 masts, 12 sails, and a capacity of 1,500 tons. Her speed is given at about 12 knots. The full armament of the *Rurik* consists of four 8 in. guns, 16 6 in. guns, six 4.7 in. quick-firers, and 18 small quick-firers and machine guns, while she has five torpedo tubes as well. Electricity is used throughout for lighting and there are some four or five search lights in position on board. For the big gun ammunition there is a lift connecting with the magazine and the supplies are sent to the guns by means of a travelling contrivance on the beams overhead. Altogether the *Rurik* is a very interesting ship, and the courtesy and kindness of her officers considerably enhanced the pleasure of the visit.

## CANTON NOTES.

(From our own Correspondent.)

**CANTON, January 21st.**  
The trouble in the city about which I wrote recently is all over. The almighty Mexican fixed it, so I hear. The Viceroy's men were in the wrong, having started the *fracas* by speeling a "buy-sell" man.

No news about opening the West River, or rather, I should say, any amount of news upon which we have fed for the last century, more or less—though it's poor food—but no news. Still, in spite of the fact that the port won't open, some of our enterprising Hongkongers seem to be making a pile out of it, going backwards and forwards with their packs on their backs, metaphorically speaking.

"A little old clock, tick, tick, tick. And carry my pack in my back. And they call me Medicine Jack."

By the way, why don't some of our splendid F—, merchant princes I mean, shoulder their packs and set out for this new El Dorado? Is it pride, or sloth, or what? If one, why not a hundred or a thousand? Why "sit still and see the play pass by?" Excuse this now almost classic phrase, which, if I remember rightly, was spoken at a dinner given to a certain great Minister upon his arrival in China and who promised us all great things.

The new dwelling houses which have been in course of erection for some time past are nearing completion. They are built in flats to accommodate at least two blades on each floor—18 head in all, but from an aesthetic point of view I can't say they are a grand success, reminding one somewhat of a certain Mr. Jerry who once upon a time took to house-building and rendered himself famous ever since. The fact is, speaking generally, people don't know the first thing about house-building now-a-days. A maximum of gain at a minimum of outlay seems to be the principle of action. If the inmates get sufficed or crushed when the roof collapses, why, so much the worse for the tenants. There are lots more to be had at home before we get to the new building. But I've often thought it a good job he never visited some of our China outposts or he might have used still stronger language at the sight of some of the edifices which do duty for houses in this benighted land.

We have had one or two fires in the city lately. I expect there will be more arson now that Chinese settling-up time is at hand and some of them may find themselves *minus* instead of *plus* in their year's speculations. Talking of fires, if you never want your house to burn down, insure. I was always getting burnt out till I insured, and now I can't get up a steelyard. Fire insurance is like life insurance. People who assure their lives never die, at least I've never known any, and if it wasn't for the few who before me those islands of Lugganah, the Struldbruggs of whom no doubt we've all either read or heard, as a horrible record of immortality, why I'd assure myself.

However, with regard to China fires I believe they are not accepted by insurance offices. But Canton is a safe enough place the Chinese erected foreign engines all round the city, elevated above, and close to the river, which pump water through pipes over the roofs of the houses, and connect with all parts of the city, and which proved a great success, a Chinese remarking to me the other day that these foreign engines instead of some thing, more than three hundred houses would have been burnt down in the last fire. They are kept going night and day and are ready for action at a moment's notice, a fact we are reminded of this I only too often and too well. For besides steam they possess "whistles" and extraordinarily infernal ones at that—and whether it's for the love of the thing—there's no accounting for taste—or out of pure curiosity, knowing that all well that Europeans are *blissed* with steam, they are enthusiastically performing sonatas and potpourris upon them just to let us know that civilization isn't far off, and that John is making rapid progress towards it. No doubt he is. But I wait! I wait!—or whoever it was who added the modern whistle to your infernal machine—how many a soul will suffer eternal torments on your account, and how many of us have wished Canton had been consumed by flames long before you were born! O! Meadus said "Those who form constitutions and vendible schemes disapproved by their artifice do not allow their sense of shame to come into action." But what, I wonder, about the inventor of noises which seem to be the end and aim of our glorious civilization for the most part?

I hear that our Dairy Farm, which started last year, has proved a great success and paid a big dividend, but nothing to what it hopes to do in the near future. I also hear some talk about a change of management or ownership. Let us hope it won't be for the worse.

By the way, I suppose it was to this our local "Topicalist" was alluding when he broke forth the other evening and had to be held down by the other men. It was a dark night. I was walking under the moon on the Bund when I heard the following belated flow in stentorian tones:—

"The Shanghai Daily Press has been fixed at so low a rate that the proposed charges by the Imperial Chinese Post seem at first sight excessive, but they bear comparison very well with the rates charged in other countries. The system of a uniform rate for the whole Chinese empire, whatever the distance, has been adhered to, the charges to all the open ports, including Hongkong, Macao, and Formosa, being—

For letters not exceeding 1 ounce.....1 cent  
For letters not exceeding 1 ounce.....4 cents  
For letters for every additional 1 ounce.....1 cent  
For post cards, each.....1 cent  
For Chinese newspapers, each.....1 cent  
For foreign newspapers, each.....1 cent  
For books, patterns, etc., etc., per 2 ozs. each  
For registration return receipt.....4 cents  
For parcels: first lb. 10 cents, each subsequent lb. ....5 cents

The limit of weight of parcels is 15 lbs., and the limit of size 2 ft. by 1 ft. by 1 ft.

Domestic mail matters sent by overland courier to the North during the winter months is subject to the special tariff.

A note is added that in the postal currency \$1=1,000 cash; and we understand that the cents mentioned above are cents of a Mexican dollar.

[Shanghai Mercury, Jan. 21st.]

Many people are complaining at the present moment about the proposed changes in postal arrangements, and are condemning them, without giving the matter as unbiased consideration as to the fairness of the project. It must be remembered that the foreign correspondence and newspapers are a mere flea-bite when compared with that of the native, therefore the change is not being made for the sake of controlling the postage of foreign letters and papers, but the Imperial Government desire to run their own postal department and deal with their own mail the same as every other country in the world, and, of course, they are bound to include letters and newspapers of foreigners with that of their own, for if otherwise it would not be dealing fairly. On making inquiry at the office of a well-known shipping firm we were informed that a single ship, trading up the Yangtze River, carried in one month over 3,000 bags of native mail, matter of charge, and when we hear in mind that there are sixteen regular steamers trading from here up the Yangtze, that would make 48,000 bags of mails per month for the Yangtze alone. Of course, the Local Post Office was able to charge a cheap rate for each letter or paper, as they had no subsidy to pay, nor had they to pay for the carriage of any mail matter by the steamer, and this, too, was the case with all the foreign mails. So when we consider the rates proposed by the Imperial Postal Department they compare very favorably with those of other countries. A great deal, too, has been said about the safety, etc., of the mails when entrusted to the care of the steamer, but this conclusion has been come to, on doubt, for the want of giving the matter fair consideration, for when the public weigh with fairness the reputation of the I.M. Customs in other matters we think it is an ample guarantee.

**THE GERMAN COMMERCIAL MISSION.**

From London Journals received by last mail we gather some further details with regard to the German Commercial Mission which it was arranged should start for China and Japan to-day, the 27th January. The mission, the Berlin correspondent of the *Times* says, "will consist of ten members. The Chief Chamberlain of Commerce will be represented by three members, while the cotton, leather, wood, machinery, hardware, and metal trades will each be represented by one member. Herr Schumacher, from the Imperial Ministry of the Interior, will accompany the expedition as secretary. The Foreign Office has secured for the enterprise the support of German Consuls and diplomatic representatives throughout China and Japan. Partial reports are to be furnished to the Ministry of the Interior during the course of the expedition, and a general report is to be drawn up on its return. The expeditionary committee has allowed members as free a hand as possible with regard to the nature and scope of their investigations, but has forbidden them to enter into personal business relations with Chinese or Japanese houses, in order that the expedition may serve to promote the interests of German industry as a whole, and not merely those of individual firms.

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[North China Daily News.]

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It only remains to be said that the *Chronicle and Directory* is issued in two editions, large and small. For the larger work by is charged and for the smaller one \$1.10. Orders should be addressed to the publishers—Hongkong Daily Press Office, Victoria Road.

**THE BEST OF ALL.**

The above head-line is suggested for this brief notice of the *Chronicle and Directory for 1897*, published at the Hongkong Daily Press office, by the knowledge of the fact that this year's edition of the *Directory* eclipses all previous editions in this line in Hongkong and is admitted to be the best of all. It is a handsome volume of 324 pages, well bound, carefully read, and contains a mass of interesting, useful and up-to-date matter that renders it an indispensable adjunct of every mercantile and government office throughout the Far East, from Vladivostok in the North to Colombo in the South. It will also be found of value in the United Kingdom and in the leading commercial cities on the Continent, for with the aid of it information respecting Far Eastern settlements and mercantile life is established here can be obtained easily and quickly, the whole of the matter having been arranged in the handiest form for ready reference.

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## Intimations.

**WATKINS & CO.**  
Sole Agents in Hongkong and the Empire of China  
BY SPECIAL APPOINTMENT.  
WATKINS CHAMPAGNE BOTTLES  
COMPOUND SYRUP OF THE HYPOPHOSPHITES.  
SCOTT & BOWNE, LTD.  
THOMAS BEECHAM  
BOVELL, LIMITED  
BERKELEY CO., LIMITED  
GRANVILLE & CO.  
FRANCOIS & CO., LIMITED  
THEO. RUCKENBERGER  
KOPF  
WATKINS & CO.  
66, Queen's Road Central, Hongkong.

## THE CLUB HOTEL METROPOLE

5, BUND, YOKOHAMA. 1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maitre in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

**DISINFECTANT**  
WITH  
**SANITAS**  
FLUID, POWDER, SOAPS, &c.  
OF ALL CHEMISTS AND STORES.  
Valuable Book  
HOW TO DISINFECT  
free on application  
THE SANITAS CO., LTD.  
BETHNAL GREEN, LONDON, E.

**SETTING UP OF DISTILLERIES**  
Rice - Corn - Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories - Preserves Factories  
Laboratories of Druggists - Essences Factories  
**STEAM KITCHENS**  
EGROT & GRANGE, rue Mathis, PARIS  
Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

## THE WORLD RENOWNED FRENCH CORSETS C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

**C. P. à la Sirène.**

APPLY TO MESSRS. DODWELL, CARLILL & CO.

Agents for M. OPPENHEIMER & Co., PARIS.

## TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

**CAROLINE M. AVERNARIUS**  
USED FOR 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, SCHIELE & Co.

Hongkong, 15th May, 1905.

**KUHN & KOMOR**  
JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

CHRISTMAS PRESENTS.

## Shipping.

## STEAMERS.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN"  
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.  
Hongkong, 27th January, 1897. [100]

FOR NEW YORK, VIA SUEZ CANAL.  
To follow the S.S. *Aslow*, *Claverhill* and *Radley*.

THE Steamship  
"MORVEN"  
on or about the 28th instant.

For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 27th January, 1897. [71]

FOR SHANGHAI.  
THE Steamship  
"LOONGMOON"  
on or about the 28th instant.

For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents.  
Hongkong, 27th January, 1897. [193]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"CHANGSHA,"  
Captain Williams, will be despatched on MONDAY, the 1st February, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 22nd January, 1897. [178]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship  
"MYRMIDON,"  
Captain Gardner, will be despatched as above on MONDAY, the 1st February.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 16th January, 1897. [155]

**NIPPON YUSEN KAISHA.**  
JAPAN-EUROPE LINE.  
MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Chartered Steamship  
"STRATHGAY,"  
Captain McKinnon, will be despatched as above on SATURDAY, the 6th February, at 5 P.M.

For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA.**  
Agents.  
Hongkong, 14th January, 1897. [146]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.  
PROPOSED SAILINGS FROM HONGKONG, 1897.  
(Subject to Alteration.)

*Monmouthshire* [Saturday] 11th February.  
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship  
"MONMOUTHSHIRE"  
will be despatched hence for VICTORIA, (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 13th February.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the General Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 21st January, 1897. [173]

**SAILING VESSELS.**  
FOR SAN FRANCISCO.  
THE British Barque  
"SUMBANA,"  
Rehberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
**SHEWAN, TOMES & Co.,**  
Agents.  
Hongkong, 7th December, 1896. [68]

NOTICE TO SHIPPERS.  
FOR SAN FRANCISCO.  
THE 100 A. T. from 4-mast British Barque  
"MATTERHORN,"  
Captain J. Williams, will soon be ready to load for the above Port, and will have quick despatch.

For Freight, apply to  
**MELCHERS & Co.,**  
Agents.  
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK.  
THE 3/4 L. L. 1. American Barque  
"FENOBSCOT,"  
Captain Macleider, will load here for the above Port, and will have quick despatch.

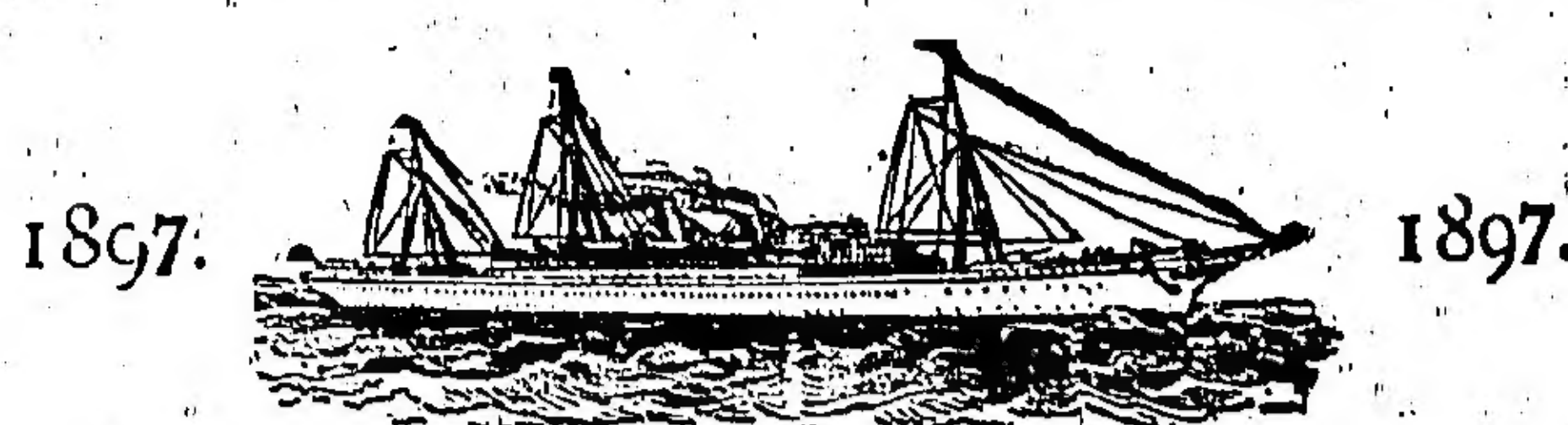
For Freight, apply to  
**ARNHOLD, KAMBERG & Co.,**  
Agents.  
Hongkong, 30th November, 1896. [65]

FOR NEW YORK.  
THE 3/4 A. L. 1. American Ship  
"BENTLEY,"  
Small, Master, chartered by the Government, will load here and will be despatched by end of February.

For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 24th January, 1897. [136]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1897. SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
**D. E. BROWN, General Agent,**  
Parker's Street.  
Hongkong, 30th January, 1897. [3]

**OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.  
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.

*Prin* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th Feb., at Noon.

*City of Rio de Janeiro* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 2nd March, at Noon.

*City of Peking* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 23rd March, at Noon.

THE U. S. Mail Steamship  
"PERU"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 13th February, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.  
Hongkong, 16th January, 1897. [6]

**F. BLACKHEAD & CO.**  
SHIP-CHANDLERS, SAHMARERS, COAL AND PROVISION MERCHANTS, RAYAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRINCE CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S BARTHELEMY'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIKLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship  
"ROSETTA,"  
Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 28th January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 27th January, 1897. [5]

**NORDDEUTSCHER LLOYD.**  
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NABES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

*Prin Heinrich* ..... Tuesday, 1st Feb.

*Prinssen* ..... Tuesday, 1st March.

*Sachsen* ..... Tuesday, 1st March.

*Bayern* ..... Tuesday, 1st April.

*Prin Heinrich* ..... Tuesday, 1st May.

ON TUESDAY, the 2nd day of February, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NABES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 30th Jan. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st Feb., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to  
**MELCHERS & Co.,**  
Agents.  
Hongkong, 9th January, 1897. [96]

**NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK and the Grand Canyon of the Yellowstone.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

*Brammer* ..... 1.30 P.M. Tuesday, 1 Feb. 97.

*Tacoma* ..... 1.30 P.M. Tuesday, 1 Mar. 97.

*Victoria* ..... 1.30 P.M. Tuesday, 1 Mar. 97.

*Olympic* ..... 1.30 P.M. Tuesday, 1 April 97.

*Brammer* ..... 1.30 P.M. Tuesday, 1 May 97.

THE Steamship  
"BRAEMAR,"  
Captain Porter, sailing at Noon, on TUESDAY, the 6th February, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to this Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
**DODWELL, CARLILL & Co.,**  
General Agents.  
Hongkong, 16th January, 1897. [6]

Printed and Published by CHERRY DOUGLAS at No. 7, Prince's St., Hongkong.